

From boatanchors@theporch.com Tue Dec 20 16:57:47 1994  
Date: Tue, 20 Dec 1994 15:23:52 -0600  
Message-Id: <9412202123.AA04592@gvlf4-a>  
From: edd@VFL.Paramax.COM  
Subject: An Un-Touched ART-13

Hi all,

I have a mint condition ART-13 (fresh out of the packing crate) that I occasionally fire up (with the original dynamotor). Some of you may have heard me on 75 Phone (but it's been a long time since I've fired it up). This is not modified in any way.

Now that's a boat anchor!

Does anyone else have anything like this; just wondering?

Ed Doc, K3LPE

PS

This is not for sale, I just wanted to talk about it.

From boatanchors@theporch.com Tue Dec 20 20:46:40 1994  
Date: Tue, 20 Dec 1994 19:16:19 -0600  
Message-Id: <Pine.ULT.3.91.941220171433.13274I@ohm.elee.calpoly.edu>  
From: Cal Eustaquio <ceustaqu@ohm.elee.calpoly.edu>  
Subject: Re: An Un-Touched ART-13

Yes, Edd, I've seen one. But are you trying to tease the rest of us, eh???

On Tue, 20 Dec 1994 edd@VFL.Paramax.COM wrote:

>  
>  
> Hi all,  
>  
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> occasionally fire up (with the original dynamotor). Some of you may  
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> Does anyone else have anything like this; just wondering?  
>  
>  
> Ed Doc, K3LPE  
>  
> PS  
>  
> This is not for sale, I just wanted to talk about it.  
>

From boatanchors@theporch.com Tue Dec 20 23:35:28 1994  
Date: Tue, 20 Dec 1994 22:02:56 -0600  
Message-Id: <Pine.SUN.3.91.941220224251.18244B-100000@access4.digex.net>  
From: Tony Stalls <rstalls@access.digex.net>  
Subject: Re: An Un-Touched ART-13

Ed,

That's not a very nice thing to do: Teasing us like that. ;-) We are envious! (I certainly am anyway.)

Somebody had a mint ART-13 at the Foundation for Amateur Radio "FARfest" at Gaithersburg, Maryland, this past September. Asking price: \$200. Was that by any chance the one you have?

I was tempted since I hadn't seen one that good in over 30 years, but I just thought it was too much, especially since it was w/o cables, etc. HOWEVER, there aren't that many left that haven't been "converted" or otherwise forever lost as an original. Looking around here, I certainly don't have room for it, but I would hate to think that it ended up in the hands of somebody that didn't appreciate what they had. I wish that I had coughed up the money and bought it!

73,

Tony  
K4KY0

On Tue, 20 Dec 1994 edd@vfl.paramax.com wrote:

>  
>  
> Hi all,  
>  
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> occasionally fire up (with the original dynamotor). Some of you may

> have heard me on 75 Phone (but it's been a long time since I've fired  
> it up). This is not modified in any way.  
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>  
> Ed Doc, K3LPE  
>  
> PS  
>  
> This is not for sale, I just wanted to talk about it.  
>  
>

From boatanchors@theporch.com Tue Dec 20 13:32:52 1994  
Date: Tue, 20 Dec 1994 12:00:27 -0600  
Message-Id: <199412201758.LAA24255@zoom.bga.com>  
From: Henry van Cleef <vancleef@bga.com>  
Subject: Barry Wiseman and Internet

Barry told me a couple of months ago that they had lost their  
connection to Internet when they moved. I gave him some suggestions  
for getting hooked up again, but don't know if they've managed to do  
that.

--

\*\*\*\*\*  
Hank van Cleef vancleef@bga.com vancleef@tmn.com  
\*\*\*\*\*

From boatanchors@theporch.com Tue Dec 20 13:24:17 1994  
Date: Tue, 20 Dec 1994 11:48:56 -0600  
Message-Id: <9412201747.AA08405@red-eft.la.ca.us>  
From: "Hugh D. Stegman" <driver8@red-eft.la.ca.us>  
Subject: Re: Conelrad revisited

Check the 1964 ARRL handbook for a photo of the ConElRad Monitor. It's on  
page 550, just to the right of the really cool old Johnson xmtr. It's a  
white box with the blue and (red?) CD triangle. Maybe 5" square. I've made  
a .gif of this shack (in best Internet copyright violation tradition), but  
it's way way too big to uuencode here (about 190K) so it will wait until I  
finally do something about an ftp directory.

My guess is that the thing would beep or light up when an AM station that  
never dropped carrier, dropped carrier. I'm just barely old enough to remember

the air raid siren system in L.A. County. They were supposedly tested on the last Friday of every month, but they were in such disrepair that 9 times out of 10 you wouldn't hear anything. There was a console at the old Sheriff's Radio Center supervisory position with the button that would activate the system. Most of the time, when you heard a siren it was because it had activated itself, any time EXCEPT the last Friday. Anyway, to cut to the chase, we were all told to tune in an AM station (any one, KNX would be ideal) and if it didn't leave the air and/or tell us to kiss our sad butts goodbye, it was hardware malfunction again. Since it always was, nobody even bothered to tune the radio.

The sirens are still there, but the AC drops to them have been cut. End of problem. Too bad, because in some scenarios for The Big One the motion on the San Andreas Fault is a minute or two reaching L.A.. Plenty of time to blow the sirens. In Orange County they fixed theirs up for nuke meltdowns at San Onofre. (They've had a financial meltdown instead.)

ConElRad became the EBS, and a total joke. A new system would have its uses. Had Reginald Denny been able to hear the emergency comms in his truck, there'd have been no L.A. Four Trial.

Merry Christmas to all our ba fans! May Santa bring you the Collins/Drake/Hallicrafters/whatever of your wildest dreams.

Hugh NV6H

From boatanchors@theporch.com Tue Dec 20 14:08:02 1994  
Date: Tue, 20 Dec 1994 12:31:58 -0600  
Message-Id: <Pine.SUN.3.91.941220132446.4326C-1000000@access1.digex.net>  
From: Tony Stalls <rstalls@access.digex.net>  
Subject: Re: Conelrad revisited

I remember well having to build a CONELRAD monitor for my station. There were required for everybody. Mine was in a Bud minibox and as I recall took about \$15 in parts. I don't recall how it worked, that-is whether it depended on a non 640-1240 Kc. carrier drop, or a tone on one of those two, but I don't recall there ever having been a test in Nashville.

There was a lot of hype pushing the program to the public, complete with a jingle that sang, "640, 1240, CONELRAD..." Those were the "Duck and Cover!" days of course. The current system is more aimed toward natural disasters like tornados, hurricanes, earthquakes, brush fires, etc.

73,

Tony  
K4KY0

From boatanchors@theporch.com Tue Dec 20 16:34:53 1994  
Date: Tue, 20 Dec 1994 15:01:56 -0600  
Message-Id: <01HKVETYBEUQASMZLL@ACAD.FANDM.EDU>  
From: CCS\_MAH@admin.fandm.edu (Mark Hemlick Ph. D.)  
Subject: Easy dig.freq. display for TR4-C

Hi to all.

Do you know where \_your\_ TR4 is? The dial accuracy of "around 1 khz. may not be good enough to let you find a sked or say with confidence that you will be on a certain frequency. Of course, you can always look at your frequency counter while transmitting, but it is convenient to know your receive frequency as you tune accross the band. You long standing Drake anchorites probably know this kink, but I just "discovered" it and want to post it for those of us just beginning to dabble with Drakes. I used it on a TR4-Cw, but it should work with other TR4-C's.

Brief background. On the underside of the chassis is J2, an 8-pin Jones-type jack for the remote VFO, RV4-C. Pin 6 of this jack is connected to the output of the TR4-C's vfo before it enters the pre-mixer pentode (V1B). VFO output runs from 4.9-5.5 mhz., thus enabling the TR4-C to tune a 600 khz. segment of the selected band.

Materials needed: Frequency counter covering 4.9-5.5 mhz., scrap Jones-plug pin or flat spade terminal, RG-58, 174 coax or shielded audio cable, appropriate connector to mate with your counter. Mine takes a BNC, so for a quick test I used a BNC to PL-259 adapter and a bannana plug. I got good results without connecting the shield of the audio cable.

Assembly: Trim down your spade plug so it fits into one slot of J2. (Hint: the AC-4 jack is identical to J2 and is easier to get to as you cut and try the spade plug. Unplug your AC-4 first!). Attach spade plug or scrap Jones-plug pin to the center conductor of your coax/audio cable. Assemble counter input end of the cable. Insert spade plug into slot 6 of J2 (the RV4 jack). Identify slot 6 as follows: face the front panel of the TR4, raise the front panel end so the rig is resting only on the two rear feet. J2 is recessed behind a rectangular access slot below the VFO tuning knob. From this orientation, slot 6 is located:

Bottom view

Tuning knob

+++++

Left

right

=====

J2

front  
bottom

I I

I    I   <Slot 6

--    --  
--    --

Forgive the poor drawing. It's important that you hook up to the correct slot, some of the others have high voltage which might blow out your counter.

FREQUENCY CALCULATION: The TR4-C uses a subtractive mixing scheme on 80, 40, 15, & 10 meters. Thus, the low end of the rig's tuning dial will correspond to high VFO output (e.g. 5.5 mhz.) and vice-versa (e.g. high end of dial, VFO=4.9 mhz.). Counterclockwise rotation of the main tuning knob increases the frequency indicated on the rig dial. So, to compute your receive frequency on 80, 40, 15, or 10 meters: set your counter to display mhz., subtract the displayed frequency from 5.5, and add the result to the number indicated on the rig's \_band selector\_. For example: on the 3.5 mhz band with 5.123 displayed on the counter:  $5.5 - 5.123 + 3.5 = 3.877$  mhz. Calculation for 20 meters is more direct, since the rig seems to use an additive mixing scheme on this band. Tuning dial frequency increases as the main tuning knob is turned \_clockwise\_. Thus, counter frequencies will increase as the rig's operating frequency increases. To compute: set counter to mhz., ignore the "4" or "5" indicating mhz., and add the result to 14. So, for a counter reading of 5.123, your frequency would be 14.123. Note: counter readings from 4.9-4.9999999 obviously correspond to operating frequencies from 13.9-13.9999999.

I have not transmitted with the freq. counter hooked up this way. If anyone knows if this could cause problems, please let us all know! Hope all of you Drake fans who try this have fun with it. Happy holidays!

73 Mark KA3LFG

From boatanchors@theporch.com Tue Dec 20 09:07:13 1994  
Date: Tue, 20 Dec 1994 07:36:45 -0600  
Message-Id: <"Macintosh \*/PRMD=MOT/ADMD=MOT/C=US/"@MHS>  
From: Don\_Burns-EPUR01@email.mot.com  
Subject: Greetings!

Greetings to the Boatanchors Gang, and a hearty thanks to those responsible for making the list accessible again. Its been a long wait!

--

Don Burns            K4GHD            <epur01@email.mot.com>

Plantation, FL

From boatanchors@theporch.com Tue Dec 20 16:15:10 1994  
Date: Tue, 20 Dec 1994 14:43:34 -0600  
Message-Id: <9412202042.AA19263@unlinfo.unl.edu>  
From: djw@unlinfo.unl.edu (daniel wright)  
Subject: Heath HO-10 manual

Season's Greetings All!!

I recently aquired an average condition Heathkit HO-10 "monitorscope".  
I am looking for a manual or a photocopy. I will pay any and all  
expenses incurred with the copying/postage,etc. I must have been a  
real good little Baphile this year 'cause Santa is bringing me a  
mint HQ-170,a restored Ranger I,a mint Johnson T/R switch,and a real  
swell 275 watt Johnson Matchbox for Christmas(well...on or about,anyway)!  
I would like to fix up the 'scope and ad it to the station,hence the  
need for the manual!!

MAY you all find peace and plenty of nice tube stuff in your lives  
this year!!

73 de Dan -- WA0JRD  
djw@unlinfo.unl.edu

From boatanchors@theporch.com Tue Dec 20 22:11:04 1994  
Date: Tue, 20 Dec 1994 20:37:46 -0600  
Message-Id: <9412210234.AA18126@mirage>  
From: mirage!pamars@uhura.neoucom.EDU (P.A.Marshall)  
Subject: I hate it when I do this...

I'm sorry to have to ask this on the list, but... A few days ago there  
was a (cross) posting from some one with a SP-600 being parted out. I  
seem to have deleted this info. could someone kindly mail me a copy?

Al Marshall "Real Radios Glow in the Dark" almarshall@acm.org

As nightfall does not come at once, neither does oppression. In both  
instances, there is a twilight when everything remains seemingly unchanged.  
And it is in such twilight that we all must be most aware of change in the  
air--however slight--lest we become unwitting victims of the darkness.

Justice William O. Douglas

From boatanchors@theporch.com Tue Dec 20 09:48:41 1994  
Date: Tue, 20 Dec 1994 08:19:13 -0600  
Message-Id: <n1424218273.28983@cpqm.saic.com>  
From: "Bob Scott" <Bob\_Scott@cpqm.saic.com>  
Subject: Jim Kearman

Does anyone know how Jim Kearman is doing? I have not heard anything from him since he left the ARRL.

Also, does Barry of Electric Radio fame still have an Internet address? I would like to write him if anyone has it.

Thanks for info and thanks to all those who have struggled to keep this list going and find it a new home. This place is a gold mine of information and good hams. 73 Bob AC4QO

From boatanchors@theporch.com Tue Dec 20 12:04:06 1994  
Date: Tue, 20 Dec 1994 10:30:46 -0600  
Message-Id: <"Macintosh \*/PRMD=MOT/ADMD=MOT/C=US/"@MHS>  
From: Scott\_Johnson-AZAX60@email.sps.mot.com  
Subject: RE>Most Complicated Receive

Reply to: RE>Most Complicated Receiver???

The WRR-2/ FRR-59, of course! Ever try to align one?

-----  
What would be your nomination for the Rube Goldberg Award for receiver design? More credit should go to the number of gears, clutches, doo-dads and thing-a-ma-bobies used.

From boatanchors@theporch.com Tue Dec 20 13:49:34 1994  
Date: Tue, 20 Dec 1994 12:16:30 -0600  
Message-Id: <199412201815.KAA16841@hobbies.UCSC.EDU>  
From: haynes@cats.ucsc.edu (Jim Haynes)  
Subject: Re: Most Complicated Receiver

Or maybe the ARC-21/ARC-65/ARR-?? I can't remember the number, but there was a receiver-only version of that mess.

From boatanchors@theporch.com Tue Dec 20 10:33:18 1994  
Date: Tue, 20 Dec 1994 09:03:06 -0600  
Message-Id: <3381@w5ddl.aara.org>  
From: n5off@w5ddl.aara.org  
Subject: Most Complicated Receiver???

What would be your nomination for the Rube Goldberg Award for receiver design? More credit should go to the number of gears, clutches, doo-dads and



thing-a-ma-bobies used.

Nominations welcome.

73 de tom

From boatanchors@theporch.com Tue Dec 20 11:30:07 1994  
Date: Tue, 20 Dec 1994 09:55:23 -0600  
Message-Id: <9412200749.ZM2087@mechcad3.esd.sgi.com>  
From: "Mark Glusker" <glusk@mechcad3.esd.sgi.com>  
Subject: Re: Most Complicated Receiver???

On Dec 20, 9:02am, n5off@w5ddl.aara.org wrote:

> Subject: Most Complicated Receiver???

> What would be your nomination for the Rube Goldberg Award for  
> receiver design?  
> More credit should go to the number of gears, clutches, doo-dads and  
> thing-a-ma-bobies used.

I nominate the R392. All the complexity of the R390 and R390A in a package half the size. Plus the added complexity required to allow it to operate fully submerged. Not to mention the 26-volt tubes.

Honorable mention to the R390A configured with its companion SSB unit (CV157?).

From boatanchors@theporch.com Tue Dec 20 12:02:09 1994  
Date: Tue, 20 Dec 1994 10:28:58 -0600  
Message-Id: <9412201628.AA4497@hqsmtp.ops.3com.com>  
From: Joe Reda/HQ/3Com <Joe\_Reda@3mail.3Com.COM>  
Subject: Re: Most Complicated Receiver???

My vote is for the National FRR-59A (WRR-2A). It has 64 tubes (mostly 6AK5s), three chasses, digital tuning (but not like the R-390A), and the most parts packed in to small places I have ever seen.

\\Joe KC6TXU

From boatanchors@theporch.com Tue Dec 20 12:11:02 1994  
Date: Tue, 20 Dec 1994 10:38:26 -0600  
Message-Id: <Pine.3.89.9412200909.A21102-0100000@IndyNet>  
From: "Roberta J. Barmore" <rbarmore@IndyNet.indy.net>  
Subject: Re: Most Complicated Receiver???

On Tue, 20 Dec 1994 n5off@w5ddl.aara.org wrote:

- > What would be your nomination for the Rube Goldberg Award for receiver design?
- > More credit should go to the number of gears, clutches, doo-dads and
- > thing-a-ma-bobies used.

Two nominations, the first being the Jones "Super Gainer" of 1935 for operating complexity (rather than mechanical) with minimum tube count--regenerative RF/mixer, seperate LO, regenerative detector at IF: the audio amp is the only stage that \*doesn't\* oscillate and the set has considerably more knobs than active devices. It takes a Rube Goldberg to get the thing going and hit the ham bands! The U-shaped unshielded chassis earns it some credits in the mechanical Goldbergergy department as well.

The second is, of course, the SX-28/28A...but only because I'm up to my elbows in one!

...And an honorable mention to Hugo Gernsback for the "Tetradyne:" four one-tube regenerative SW receivers coupled into one audio amp, with a \*common\* regeneration control. Supposedly a sort of frequency diversity but my guess is it was built mainly to provide interesting cover art....

No doubt more boatanchorish later superhets can beat these all hollow on parts count and number of gears, though.

73,  
--Bobbi

From boatanchors@theporch.com Tue Dec 20 12:13:32 1994

Date: Tue, 20 Dec 1994 10:40:54 -0600

Message-Id: <Pine.SUN.3.91.941220113517.27347B-100000@access1.digex.net>

From: Tony Stalls <rstalls@access.digex.net>

Subject: Re: Most Complicated Receiver???

On Tue, 20 Dec 1994 n5off@w5ddl.aara.org wrote:

- > What would be your nomination for the Rube Goldberg Award for receiver design?
- > More credit should go to the number of gears, clutches, doo-dads and
- > thing-a-ma-bobies used.
- >
- > Nominations welcome.

The R-1051 has more chain drives, motors, gears, etc. than anything I've seen.

73,

Tony  
K4KY0

From boatanchors@theporch.com Tue Dec 20 13:29:39 1994  
Date: Tue, 20 Dec 1994 11:56:45 -0600  
Message-Id: <9412201755.AA08438@red-eft.la.ca.us>  
From: "Hugh D. Stegman" <driver8@red-eft.la.ca.us>  
Subject: Re: Most Complicated Receiver???

>What would be your nomination for the Rube Goldberg Award for receiver design?

It would be hard to top the R390. It works, but it looks like you really ought to have a transmission mechanic work on the thing.

There's also the 12-section band switch in the Hallicrafters SX-62. It takes so much torque to move the thing that the knob is forever shearing off. I have worn a 1/16" deep groove in the shaft.

Hugh NV6H

From boatanchors@theporch.com Tue Dec 20 14:03:47 1994  
Date: Tue, 20 Dec 1994 12:30:31 -0600  
Message-Id: <2EF71954@sharkgate.sandiegoca.ncr.com>  
From: "Kenan, Larry" <llk@sandshark.sandiegoca.NCR.COM>  
Subject: RE: Most Complicated Receiver???

> What would be your nomination for the Rube Goldberg Award for receiver design?

> More credit should go to the number of gears, clutches, doo-dads and  
> thing-a-ma-bobies used.

>

> Nominations welcome.

I would nominate the Hallicrafters Dual Diversity receiver of 1938. Two complete RF, IF, Det sections, ganged together to tune together. One half would be connected to a vertical antenna and the other to a horizontal antenna. It avoided fading by selecting the stronger signal automatically.

Not a unique concept but I can't imagine trying to align one of these. They were huge and optionally you could get a Jensen Bass Reflex Speaker for it. The speaker cabinet would be the base for the radio and made it into a console.

Only about 200 were made so the chances of finding one are slim.

From boatanchors@theporch.com Tue Dec 20 14:09:59 1994  
Date: Tue, 20 Dec 1994 12:35:56 -0600  
Message-Id: <199412201828.NAA20205@courier.hq.verdix.com>  
From: Dennis Gibbs <dgibbs@Rational.COM>  
Subject: Re: Most Complicated Receiver???

There is one way to top the complexity of the R390: Add motors and additional gears and control knobs to have the tuning done automatically, as with the R391, and R389 receivers!

Dennis Gibbs  
dgibbs@rational.com

>  
>  
> >What would be your nomination for the Rube Goldberg Award for receiver design?  
>  
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> ought to have a transmission mechanic work on the thing.  
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> There's also the 12-section band switch in the Hallicrafters SX-62. It takes  
> so much torque to move the thing that the knob is forever shearing off. I  
> have worn a 1/16" deep groove in the shaft.  
>  
> Hugh NV6H  
>  
>

From boatanchors@theporch.com Tue Dec 20 17:09:22 1994  
Date: Tue, 20 Dec 1994 15:36:52 -0600  
Message-Id: <9412202002.AA18331@texan.frco.com>  
From: bill@rosevax.rosemount.com (William Hawkins)  
Subject: RE: Most Complicated Receiver???

Goodness, the Hallicrafters DD-1 is \*simple\* next to an R-390. There was a common tuning condenser for both receivers, so all you had to do was make it track. I've got the RF-IF part of a DD-1 (not the audio or

power supply), and a manual for it. If anyone has further interest, I could look up the alignment instructions.

Ah, wait a minute, the tuning cap had seven sections. I'll bet the local oscillator was common to both receivers.

Bill Hawkins

From boatanchors@theporch.com Tue Dec 20 18:35:28 1994  
Date: Tue, 20 Dec 1994 17:02:28 -0600  
Message-Id: <2EF7341D@sharkgate.sandiegoca.ncr.com>  
From: "Kenan, Larry" <llk@sandshark.sandiegoca.NCR.COM>  
Subject: Re: Most Complicated Receiver???

A couple more nominees - for the SWL - would be the Zenith Stratosphere model with 35 tubes and the Crosley WLW model with 43 tubes. These radios were more designed for the dealer to showcase than any real expectation that they would sell very many to super rich customers.

The Zenith cost \$750 in 1939, when my dad was making \$18.75 a week as an Engineer.

From boatanchors@theporch.com Tue Dec 20 10:49:39 1994  
Date: Tue, 20 Dec 1994 09:19:20 -0600  
Message-Id: <Pine.3.89.9412200846.B313-01000000@thelair.zynet.com>  
From: johnb@thelair.zynet.com  
Subject: Pep Boiz paint

Dave asks about the Pep Boys wrinkle paint... YES!! I've used it and have been happy with the results. If you want a "coarse" wrinkle, lay it on a little thick.

As always, grab a piece of scrap metal, put some paint on it, and lay it out in the sun for testing purposes. (thats the way I cure it/force the wrinkles.... but then it's SUNNY out here in NM, even with it's cold!)

The bad news is I've found only black wrinkle there....

Merry Christmas  
/john

John M. Brewer      wb5oau      " there's a reason the reset button

johnb@thelair.zynet.com

on a PC is on the front panel."

From boatanchors@theporch.com Tue Dec 20 12:16:39 1994

Date: Tue, 20 Dec 1994 10:44:58 -0600

Message-Id: <Pine.SUN.3.91.941220113728.27347C-100000@access1.digex.net>

From: Tony Stalls <rstalls@access.digex.net>

Subject: Re: Pep Boiz paint

On Tue, 20 Dec 1994 johnb@thelair.zynet.com wrote:

> As always, grab a piece of scrap metal, put some paint on  
> it, and lay it out in the sun for testing purposes. (thats the way  
> I cure it/force the wrinkles.... but then it's SUNNY out here in NM,  
> even with it's cold!)

Using a couple of 1500 watt hair driers or a heat gun gives more consistent results. It also has teh advantage of working on vertical surfaces (knobs, etc.) where sun drying allows acceptable results only on flat surfaces. That could end up extending painting a cabinet to as long as five days.

I've posted a text file here before on a technique I came up with at doing wrinkle paint. It works better than anything I've tried before, including baking it in an oven. I removed all the paint from a BC-348 cabinet to the bare metal and I doubt that anyone could tell it from a new original paint job. As you pointed out, practice is essential. Say the word and I'll do it again.

Merry Christmas to you too!!

73,

Tony  
K4KY0

From boatanchors@theporch.com Tue Dec 20 12:27:48 1994

Date: Tue, 20 Dec 1994 10:54:17 -0600

Message-Id: <Pine.SGI.3.90.941220113017.13116C-100000@umbc7.umbc.edu>

From: Bill Robie <robie@umbc.edu>

Subject: Re: Pep Boiz paint

On Tue, 20 Dec 1994 johnb@thelair.zynet.com wrote:

> Dave asks about the Pep Boys wrinkle paint... YES!! I've used it  
> and have been happy with the results. If you want a "coarse" wrinkle,

> lay it on a little thick.

I second that. Technique is probably as important as brand name ... I'd be willing to bet that much of it comes from a limited number of sources, with various names attached.

> As always, grab a piece of scrap metal, put some paint on  
> it, and lay it out in the sun for testing purposes. (thats the way  
> I cure it/force the wrinkles.... but then it's SUNNY out here in NM,  
> even with it's cold!)

More excellent advice--preferably done on a day when the humidity is less than 70% (359 days a year in NM, I'll bet, but less common in MD).

Another thing to consider is what is \*under\* the wrinkle paint. For aluminum and steel I used to use oil-based spray-on zinc chromate "paint" (but think of it as a treatment, rather than paint). This can be obtained through aviation suppliers, but I also used to get it through PPG outlets (the \*spray\* paint ... the brush-on is different stuff!). I use the term "treatment", because the point of zinc chromate is not to get a thick coat, but only an even coat, onto the metal.

Once the metal is completely stripped, de-corroded, and cleaned, the ideal thing is to treat the surface with a mild acid (chromic for aluminum and phosphoric for steel). The zinc chromate is then applied SPARINGLY in a few VERY LIGHT passes. The ideal coating is one that completely covers, but is thin enough that a newspaper could be read through it. Spray-on zinc chromate is very "thin", so it will run easily. Lightly spray edges & corners on one pass (let dry), then lightly spray the flat surfaces (let dry) ... repeat this once more, and you should have a good surface. Let the zinc chromate dry thoroughly (at least overnight) before applying wrinkle paint. NO other primer is needed or desirable.

If you do this, the metal will be completely free of corrosion and very well protected for many years. Wrinkle paint "likes" the zinc chromate surface. The sun will accelerate the wrinkling process, but the stuff will continue to wrinkle until almost completely dry. A piece that is done in the afternoon and doesn't look very good by quitting time may look far better when you see it the next morning.

Bill Robie

From boatanchors@theporch.com Tue Dec 20 13:56:54 1994

Date: Tue, 20 Dec 1994 12:24:49 -0600

Message-Id: <Pine.SUN.3.91.941220131142.4326B-100000@access1.digex.net>

From: Tony Stalls <rstalls@access.digex.net>

Subject: Re: Pep Boiz paint

On Tue, 20 Dec 1994, Bill Robie wrote:

> On Tue, 20 Dec 1994 johnb@thelair.zynet.com wrote:

>

> I second that. Technique is probably as important as brand name ... I'd  
> be willing to bet that much of it comes from a limited number of sources,  
> with various names attached.

I agree that technique is the most important consideration. I  
experimented for two weeks before I came up with a way that worked well.

> > As always, grab a piece of scrap metal, put some paint on  
> > it, and lay it out in the sun for testing purposes. (thats the way  
> > I cure it/force the wrinkles.... but then it's SUNNY out here in NM,  
> > even with it's cold!)

>

> More excellent advice--preferably done on a day when the humidity is  
> less than 70% (359 days a year in NM, I'll bet, but less common in MD).

As I mentioned before, sun baking (or home oven baking) doesn't do well  
for anything but flat surfaces. Using hair driers or a heat gun help  
eliminate the humidity factors.

> Another thing to consider is what is \*under\* the wrinkle paint. For  
> aluminum and steel I used to use oil-based spray-on zinc chromate  
> "paint" (but think of it as a treatment, rather than paint). This can  
> be obtained through aviation suppliers, but I also used to get it through  
> PPG outlets (the \*spray\* paint ... the brush-on is different stuff!).  
> I use the term "treatment", because the point of zinc chromate is not to  
> get a thick coat, but only an even coat, onto the metal.

I got excellent results with Rust-Oleum "Premium" Clean Metal Primer, but  
I can't over emphasize that the bare metal must be clean and de-greased with  
soemthing like acetone.

> If you do this, the metal will be completely free of corrosion and very  
> well protected for many years. Wrinkle paint "likes" the zinc chromate  
> surface. The sun will accelerate the wrinkling process, but the stuff  
> will continue to wrinkle until almost completely dry. A piece that is  
> done in the afternoon and doesn't look very good by quitting time may  
> look far better when you see it the next morning.

My experience is to not touch the newly painted surface for AT LEAST 24  
hours as the base coat takes that long to finally dry. The wrinkling coat  
"floats" on the thick base coat and it's what adheres to the metal/primer.



73,

Tony  
K4KY0

From boatanchors@theporch.com Tue Dec 20 18:37:16 1994  
Date: Tue, 20 Dec 1994 17:07:02 -0600  
Message-Id: <2EF7355B@sharkgate.sandiegoca.ncr.com>  
From: "Kenan, Larry" <llk@sandshark.sandiegoca.NCR.COM>  
Subject: Re: Pep Boiz paint

> As I mentioned before, sun baking (or home oven baking) doesn't do well  
> for anything but flat surfaces. Using hair driers or a heat gun help  
> eliminate the humidity factors.

It depends where you live - I have had excellent results with sun baking in Arizona in the summer. It was 112 degrees F. and 12% humidity.

Larry Kenan

From boatanchors@theporch.com Tue Dec 20 20:04:46 1994  
Date: Tue, 20 Dec 1994 18:32:54 -0600  
Message-Id: <Pine.SUN.3.91.941220192705.13833B-100000@access3.digex.net>  
From: Tony Stalls <rstalls@access.digex.net>  
Subject: Re: Pep Boiz paint

On Tue, 20 Dec 1994, Kenan, Larry wrote:

>  
>  
> > As I mentioned before, sun baking (or home oven baking) doesn't do well  
> > for anything but flat surfaces. Using hair driers or a heat gun help  
> > eliminate the humidity factors.  
>  
> It depends where you live - I have had excellent results with sun baking in  
> Arizona in the summer. It was 112 degrees F. and 12% humidity.

OUCH!! That's TOO hot! (For me, not the paint.) In that kind of heat, I'm always easy to find. I'll be in front of the air conditioning vent. ;-)

Seriously though, the two-fisted 1500 watt hair driers (or heat gun)

allows doing vertical and irregular surfaces.

73,

Tony  
K4KY0

From boatanchors@theporch.com Tue Dec 20 20:20:39 1994  
Date: Tue, 20 Dec 1994 18:48:23 -0600  
Message-Id: <Pine.ULT.3.91.941220164207.13274B-100000@ohm.elee.calpoly.edu>  
From: Cal Eustaquio <ceustaqu@ohm.elee.calpoly.edu>  
Subject: Re: Pep Boiz paint

Just to let you know. As an alternate, you can have your "krinkle finish jobs" done in powder coating. Many folks have queried me on this method of refinishing and I have to admit it is superior (in my opinion) to most wrinkle paint techniques. My recently rebuilt DX-100 cabinet and rack-mounted HQ-120 received such a finish. The finish is consistent and uniform and has a plus that it is chip resistant when compared to most wrinkle paint schemes. I have also done smooth refinishing for most of my Johnson equipment and developed a method to restore the finish on my St. James Grey Collins gear (already did my A2 and V2 and they look fabulouso). So what is powder coating? Any queries, send 'em this way. And this e-mail, by the way, is my "maiden voyage" into the BA net. I love it already! 73's. Cal, N6KYR

From boatanchors@theporch.com Tue Dec 20 18:02:59 1994  
Date: Tue, 20 Dec 1994 16:31:50 -0600  
Message-Id: <sef6eaf3.000@egg.nv.doe.gov>  
From: David Stinson <DLSTIN@egg.nv.doe.gov>  
Subject: Strange Box

I have a mystery box here.

It's 7" long, 4.5" wide and 2 inches deep.  
It's painted OD Green wrinkle. It's hinged on one (short) side of the lid, with a latch on the other end. It's labeled:

SIGNAL CORPS  
BOX CY-67/TRC-1  
(ser.#) 471 25711-PHILA-44-08  
MFD. BY RAULAND CORP.

Any ideas?

Thanks, Dave S. AB5S/7

From boatanchors@theporch.com Tue Dec 20 22:21:47 1994  
Date: Tue, 20 Dec 1994 20:50:00 -0600  
Message-Id: <Pine.SUN.3.91.941220194815.1269C-100000@ume>  
From: Rick Zabrodski <zabrodsk@med.ucalgary.ca>  
Subject: unwanted mail

I started getting boatanchor mail again.....I suspect this occurred with the transision in the past few days.  
I can't handle present traffic as mail at present although would be interested if available on newsgroup.  
I do not know of any alternate instructions to unsubscribe so if the above address is not it, please let me know!

\*\*\*\*\*  
Dr. Rick Zabrodski BSc, MD, CCFP(E) \* VE6GK  
Email: zabrodsk@med.ucalgary.ca \* NorCal 519 ARCI 7099 GQRP 8329  
Phone 403-271-5123 Fax 403-225-1276 \* "Power is no substitute for skill"  
\*\*\*\*\*

From boatanchors@theporch.com Tue Dec 20 20:23:25 1994  
Date: Tue, 20 Dec 1994 18:50:57 -0600  
Message-Id: <Pine.SUN.3.91.941220193300.13833C-100000@access3.digex.net>  
From: Tony Stalls <rstalls@access.digex.net>  
Subject: Wrinkle Paint (R)

Hello all. As I look at the TV schedule, all I seem to see are reruns, as designated by the "(R)". Maybe with the wrinkle paint thread, this might be a good time to throw out my personal experience in repainting my badly weathered BC-348.

Here goes:

#### WRINKLE PAINT

I've experimented with wrinkle spray paint and have come up with a technique for an almost flawless finish that works on vertical surfaces, enabling you to do a whole cabinet in one operation. (Wrinkle paint usually works only on flat surfaces.) First you put on a heavy coat and let it dry at room temperature for about 20 minutes. Then you put on a second heavy coat and immediately start at a point with one or two 1500 watt hair driers (a heat gun might work better) and do small 1" diameter circles. When it starts wrinkling move your circles around until the whole job is done. It took me about 30 minutes to do a BC-348 front panel.

THIS IS VERY IMPORTANT!!! Walk away from your freshly wrinkled paint FOR AT LEAST 24 hours! The base coat of paint underneath is still wet and dries very slowly. The wrinkle finish is literally floating on a base of wet paint. If you touch it with your finger, it'll be ruined.

I take off the old paint first with chemical paint remover and then follow by taking what's left with acetone and fine (000 or 0000) steel wool.

VERY IMPORTANT AGAIN: Use acetone either outside or in a well ventilated area.

I used Rust-Oleum "Clean Metal Primer #7773" after removing all the old paint and it worked fine.

I very strongly suggest that you experiment and practice your technique until you're satisfied with the result before going ahead with your project.

=====

The paint I used was Seymour "Pit Crew" #16-2448 TRIM COLORS BLACK WRINKLE that I bought from a place that advertises in a military vehicle restorer's magazine. The supplier's name is House of Color, 423 West Market Street, Aberdeen, Washington 98520, phone: 206-532-5242. Walt Hutchins, KJ4KV, who writes the military radio column in ELECTRIC RADIO put me onto them. (Thanks Walt!) Anyway, they (obviously) specialize in paints for military vehicle restoration and are nice patient folks who appreciate the importance of solving problems getting projects like restoring old BC-348's done.

Antique Electronic Supply who also has wrinkle paint. I'm sure behaves similarly to what I have, but first try it on something besides your project.